

LOL-HECO-IR-50

Ref: "For example, the LW crews were actively involved in the construction of the Waiau-CIP line." (Exhibit 7, EDM Report, page B-10).

Question(s):

- a. Please elaborate on their involvement.
- b. Please list specific examples of the LW crews recommendations that were adopted.
- c. Were LW crew assigned to the Waiau-CIP line able to qualify for overtime pay?

HECO Response:

- a. HECO's Live Working crews installed the conductors for (1) a portion of the Waiau-CIP Part 2 138 kV Transmission Lines (i.e., from the Waiau Switching Station to steel pole P.46, located between Kamehameha Highway and the H-2 Freeway), and (2) the Waiau-CIP Part 1 138 kV Transmission Lines, from the Ewa Nui Substation to the CEIP and Kalaeloa Substations. (The conductor installation for the portion of the Waiau-CIP Part 2 138 kV Transmission Lines from P.46 to the Ewa Nui Substation was installed by American Line Builders.)
- b. Based on the recollection of HECO personnel, informal recommendations were expressed by the LW crews regarding increasing the phase spacing between the 138 kV conductors to allow for ease of performing LW. (HECO does not have any records regarding LW crews making "formal" LW recommendations during the construction of the Waiau-CIP Part 1 and Part 2 projects.) However, these recommendations could not be incorporated into these projects because the design of these projects were completed, materials were ordered and delivered, and construction was in progress. In addition, HECO Engineering believed that the spacing between the conductor phases (i.e., 9 feet) was adequate for LW.

- c. Yes, LW crews assigned to the construction of the Waiiau-CIP line qualified for overtime pay when they worked overtime.